

MONTHLY AWARD WINNERS

Pilot Safety Award of Distinction

Capt Unks was part of a two-ship F-16 night Close Air Support (CAS) sortie, supporting Operation IRAQI FREEDOM. During take-off in full afterburner at approximately 155 knots on the dark, Capt Unks hit a large hole in the runway causing a compression of the left gear strut just prior to rotation. The left side of the aircraft settled suddenly as Capt Unks continued the take-off while cross-checking his engine for possible malfunctions due to tire-debris ingestion. Safely airborne, Capt Unks left his gear extended while climbing for a high key position. He requested a rejoin with his flight lead and informed the SOF that he might have blown his left main tire, which was verified by his flight lead and airfield management who found large pieces of tire debris on the runway. The flight coordinated with the SOF and CRC to jettison Capt Unk's two GBU-12s and single GBU-31 over the AOR

jettison area. Capt Unks completed the Jettison checklist, released his weapons, ran the checklist for landing with a blown left main landing gear tire, turned toward the field and began reducing his fuel weight. He also completed the approach-end cable arrestment checklist, locked his shoulder harness and lowered the aircraft hook. Capt Unks then flew a night visual approach landing 500 ft down, on speed at 13 degrees angle of attack, on the dimly lit runway, successfully engaging the approach-end cable per the checklist. The aircraft came to rest on runway centerline with minimal cable-strike damage.



Capt Bryan Unks, 421st Fighter Sq., 388th Fighter Wing, Hill AFB, Utah

Unit Safety Award of Distinction

The 30th Intelligence Squadron has consistently executed an exemplary safety program, resulting in zero on- and off-duty mishaps for the month of March 2005. Additionally, during a staff assistance visit, the Headquarters Eighth Air Force Safety Office team members observed an exceptional culture of safety throughout the entire 480th Intelligence Wing. The 30th Intelligence Squadron Unit Safety Representative (USR), SSgt Cathryn Acklin, was singled out for her exceptional safety program management for the past 2 years. The recent transition of duties from SSgt Acklin to the new USR, SSgt Joanna Espique, was one of the smoothest ever, noting that exceptional continuity was maintained through the use of meticulous ground mishap logs, monthly safety messages, semiannual safety inspections, an active motorcycle riders log and the creation of a new office safety

inspection form. Of note, this new office safety inspection form was identified by inspectors as a benchmark for adoption by all wing organizations and shop supervisors to further develop and aid 480th Intelligence Wing mishap prevention program effectiveness. Other programs and efforts recognized by inspectors included the proactive motorcycle mentorship program. The USR aggressively maintains an active listing of all squadron riders in order to identify novice riders, potential mentors, and training requirements. The 30th Intelligence Squadron team led by SSgt Acklin and SSgt Espique were identified as the program with the "best practices," and their efforts to provide both a safe work environment and safety-focused personnel. The 30th Intelligence Squadron safety program is an outstanding example of the Air Force taking care of its most valuable resource -- its people.



30th Intelligence Sq., 480th Intelligence Wing Langley AFB, Va.

Flight Line Safety Award of Distinction

On 11 Feb 05, while analyzing oil samples from oil servicing carts, SrA Chris Ellis and SrA Amanda Welch identified oil in a servicing cart that appeared to be discolored. They analyzed the oil on their section's Spectroil M spectrometer and found nothing abnormal. Undeterred, they ordered a resample of the oil servicing cart to confirm their suspicions. The resample also came back in a similar discolored fashion. In order to determine the source of the contamination, they took a sample from the 55-gallon drum of oil that was used to replenish the oil servicing carts; and this sample was more discolored than the previous samples taken from the oil servicing carts. Based upon their analysis, SrA Welch and SrA Ellis determined that the 55-gallon drum of oil was contaminated with hydraulic fluid. They immediately notified their flight supervision and the Maintenance Operations Center that

aircraft may have been serviced with contaminated oil. Further investigation found four oil servicing carts had been filled from the hydraulic fluid-contaminated drum and 23 F-16 aircraft had been serviced with these oil servicing carts and thus were also contaminated. SrA Welch and SrA Ellis' intense motivation and keen attention to detail caught this potentially disastrous situation before any of those aircraft flew, averting severe engine damage and catastrophic failure to 23 aircraft engines.



SrA Chris Ellis and Amanda Welch, 20th Equipment Maintenance Sq., 20th Fighter Wing, Shaw AFB, S.C.

Ground Safety Award of Distinction

In Jan 05, the cement collapsed underneath the bogie portion of a MHU-204 trailer, presenting two concerns: damage to the trailer and damage to the heating system pipes under the cement. Members of the AGE flight along with the Repair and Reclamation section were concerned with the two main hydraulic pumps, located under the front portion of the bogie, and determined that starting the trailer could do more damage. The team chose to use a 60-ton crane to rescue the trailer. To allow the trailer to roll back away from the damaged concrete as it was being lifted, the trailer's brakes had to be released manually at the same time. The weather was deteriorating rapidly and it started to sleet, so the team requested wind direction and speed from the MOC and installed two stat-

ic lines to the front of the trailer to keep the trailer away from the hangar. The team completed a flawless lift, and after the trailer was secured on the ground the package was swapped out with no defects noted. The team saved the loss of a \$950,000 weapons-load trailer, as well as countless man-hours spent in repairing low-observable materials on five different B-2 aircraft, totaling \$12,700.



SSgt Mumma, SSgt Cantrell, SSgt Diaz, SrA Rodriguez, SrA Ortiz, SrA Baldwin, SrA Barnard, SrA Tickle, TSgt Waller, SSgt Whitt, MSgt Davis, TSgt Holland, and SSgt Duke, 509th Maintenance Sq., 509th Bomb Wing, Whiteman AFB, Mo.

MONTHLY AWARD WINNERS

Aircrew Safety Award of Distinction

Gold 01 (KC-10 from 2 ARS/305 OG, McGuire AFB) was supporting a Coronet mission en route to Operation IRAQI FREEDOM. After a good weather brief the 10 F/A-18s departed Beaufort and proceeded to Lajes AB, Azores. En route checks of the weather showed a significant decrease in the ceiling and visibility. Gold 01 made note of the change and passed the information to the second cell of F-18s and the supporting tanker. Upon arrival in Lajes airspace, the crew quickly became aware the weather was even worse than ATIS was reporting as the F/A-18s had great difficulty landing. After waiting for the F-18s to land safely (including the #5 F/A-18 who temporarily closed the single runway with a blown tire), Gold 01 landed and relayed the weather was marginal at ILS landing minimums. Gold 01, realizing the difficulty the second cell might experience, wasted no time in coordinating ground refueling and kept the crew in close proximity of the plane. After the second cell arrived overhead Lajes, it became evident that the aircraft would be unable to land and the only suitable field was in Spain 1,200 miles away. After giving the fighters what fuel they had, the second cell's tanker had to depart Lajes

and head towards their primary divert. Through exceptional crew resource management, the Gold 01 crew accomplished in 90 minutes what normally takes 4 hours and 15 minutes when they downloaded one pallet of MICAP cargo and uploaded 140,000 lbs of fuel to launch with sufficient range to escort the second cell's fighters to the European continent. After an emergency climb, Gold 01 quickly located and began refueling with the fighters who each had only about 5 minutes of fuel remaining. Gold 01 then accompanied the fighters to Moron AB, Spain, where they landed uneventfully. Gold 01 maintained incredible situational awareness throughout this entire mission, and their actions on that day saved four F/A-18 aircraft and ensured the safety of eight crew members. A job well done!



SSgt Jason Farkas, Capt Jerry Leinecke, Capt Mike Capodica, SSgt Scott Bishop, SrA Lawrence Scott, Capt Chris Watson, TSgt Michael Cano, 2nd Air Refueling Sq./605th Aircraft Maintenance Sq., HQ ACC/DO, Langley AFB, Va.

Weapons Safety Award of Distinction

On the evening of 12 Aug 04 at approximately 1700 hours, SSgt Garcia, SSgt Mason, SrA Roof, and A1C Miller of the 366th Equipment Maintenance Squadron were conducting an upload operation of 20 live AIM-120C missiles from a CNU-431 container to MHU-141 trailers. The crew had loaded 16 missiles and started with the last container when the forklift driver, A1C Miller, raised the 17th missile and had only moved about 5 feet from the container when a loud popping sound was heard. The MK24 bar's forward end weld had broken, causing the missile to fall forward. Instantly, SSgt Garcia grabbed a hold of the front of the missile to keep

it level and instructed SrA Roof to level the tail. Since there was no way possible to make it back to the container, SSgt Garcia instructed A1C Miller to slowly lower the missile on the floor. Once the missile was on the ground, the crew unhooked the MK24 bar and put a radome cover block on the AIM-120C. Shortly afterwards another MK24 bar was acquired and the operation finished.



SSgt Michael B. Garcia, 366th Equipment Maintenance Sq., 366th Fighter Wing, Mt Home AFB, Idaho

Crew Chief Safety Award of Distinction

On 10 Feb 05, at 2330, the six-person flight crew on B-52 aircraft 60-001 reported a hissing sound coming from inside the crew compartment after taxiing back from a training sortie. A1C Norton investigated the source of the sound and found the Navigator's halon fire extinguisher bottle discharging inside the crew compartment. Quickly assessing the danger posed by the presence of halon inside the enclosed compartment, Airman Norton informed the flight crew so they could evacuate the aircraft. Casting aside his personal safety for the benefit of the crew, A1C Norton disengaged the fire bottle from its retaining bracket, removed it from inside the aircraft

and isolated it outside with safety cones. After reporting the incident to maintenance supervision, Airman Norton guarded the fire bottle until the base fire department arrived to contain it. He spent the next 4 hours at the base hospital for treatment and observation, and then returned to the line to continue his maintenance work. Airman Norton's quick thinking and selfless actions under pressure averted the potential poisoning of six B-52 crewmembers, and truly exemplify the Air Force core value of "Service Before Self."



A1C Benjamin R. Norton, 2nd Aircraft Maint. Sq., 2nd Bomb Wing, Barksdale AFB, La.

ACC Safety Salutes Superior Performance



Capt Mikko R. LaValley
U-2 Pilot
1st Reconnaissance Squadron
9th Reconnaissance Wing
Beale AFB, Calif.

SSgt Jose Leos
Dedicated Crew Chief
7th Aircraft Maint. Sq.
7th Bomb Wing
Dyess AFB, Texas

Capt Damon A. Anthony
Ass't Ops Officer
17th Weapons School
Nellis AFB, Nev.

Maj Reed Estrada
Supervisor of Flying
Maj Cary Windler
Duty Instructor Pilot
Maj Loren Larson
11th Bomb Squadron
2nd Bomb Wing,
Barksdale AFB, La.

Lt Col Louis E. Laporte
Instructor Pilot
Maj Donald E. Mathews III
Aircraft Commander
Lt Col Barry J. Cousler
Instructor Navigator
TSgt Michael T. Nelson
Flight Engineer
SMSgt Augustus C. Haggerty
Instructor Flight Attendant
1st Airborne Command Control
Squadron, 55th Wing,
Offutt AFB, Neb.

TSgt James A. Sult
Production Supervisor
2nd Munitions Squadron
2nd Bomb Wing
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TSgt Tyron Martin
NCOIC Munitions Handling
20th Equip. Maint. Sq.
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